

INFORMATION REPORT

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COUNTRY Hungary

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SUBJECT Hungarian Airfields
25X1

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A. Alag

1. Location: Near Budapest, just northwest of the race track and adjacent to the railway station.
2. Area: 2,500 x 1,000 meters.
3. Runways: one, 400 x 60 meters, surfaced with concrete, and built with materials taken from the race track.
4. Ground: Sown grass, subsoil sandy.
5. Railroad: Adjacent to Alag station.
6. Radio station: In existence.
7. Meteorological station: In existence.
8. Fog and blind flying: Not suitable.
9. Night flying: Can be used.
10. Fuel storage: Above ground.
11. Ammunition storage: Above ground.
12. Activities at the airfield: Various types of aircraft, including twin-engine planes, are stationed at the field. The Russian garrison consists of young troops, who presumably undergo training here. Forty aircraft were observed at the Alag airport in 1948.

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By	

B. Borgond

1. Location: 9.7 kilometers southeast of Székesfehérvár.
2. Area: 1,000 x 1,000 meters.

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CENTRAL INTELLIGENCE AGENCY

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3. Runways: None.
4. Ground: Sandy and grassy; can be used in all weather.
5. Railroad and roads: Adjacent to Börgönd station and road to Székesfehérvár.
6. Loading ramp: The airfield has its own railway siding and loading ramp on the Börgönd-Szabadhatvan sector.
7. Radio station: In existence.
8. Meteorological station: In existence.
9. Fog and blind flying: No facilities available.
10. Night flying: Facilities exist; obstacles are lit up.
11. Direction of prevailing wind: No prevalent direction.
12. Fuel storage: None.
13. Fuel pumping installations: None, only hand pumps.
14. Ammunition storage: None.
15. Activities at the airfield:
 - a. New buildings are being erected near Börgönd railway station - purpose unknown.
 - b. Since 1 May 1950, the training of approximately 2,000 recruits has been taking place on the airfield. They are not intended for service in the Air Force.
 - c. The airfield gives the impression of being no longer used for aviation purposes.

8. Budapest-Matvasföld

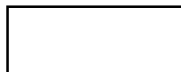
1. Location: 16 kilometers east of Budapest.
2. Area: 1,200 x 750 meters.
3. Runways: One, recently widened to 120 meters.
4. Ground: Natural meadow, can be used in all weather.
5. Railway: Connection with the local Budapest-Gödöllő line.
6. Radio station: In existence.
7. Meteorological station: In existence.
8. Fog and blind flying: Not suited.
9. Fuel storage: In existence, but subject to flooding, though this condition may have been corrected recently.
10. Activities at the airfield: A "company" of transport aircraft (approximately twenty) is attached to the field, and about 30 twin-engine instruction aircraft. The airport has a training section for the MZHSz and the OTTE, and an aviation unit of the Kossuth Lajos Military Academy. The field is commanded by Lt. Col. Lang, and his staff includes Capt. Telgyessi, Lt. Toth, and Political Commissar Béla Gancs. Personnel includes 150-200 pilots and flight personnel, plus 800 auxiliary ground troops.

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D. Debrecen

1. Location: 3 kilometers south of Debrecen.
2. Area: 1,200 x 1,400 meters.
3. Runways: One, concrete, 1,000 meters long.
4. Ground: A natural meadow, can be used in all weather.
5. Railroad and approach roads: Adjacent to Debrecen-Dorocsko road, and serviced by Debrecen railroad station, which has a 300-meter loading platform, and a new large warehouse.
6. Radio station: In existence.
7. Meteorological station: In existence.
8. Fog and blind flying: Facilities exist.
9. Night flying: Lighting facilities exist.
10. Direction of prevailing wind: Northeast.
11. Fuel storage: Above ground.
12. Activities at the airfield: At present this airport is used for civil traffic of the Budapest-Moscow line. Both Russian and Hungarian personnel of the IASZOVLET are attached to the airport. Occasionally, military aircraft are observed here.

E. Dömsöd

Location: Approximately 45 kilometers south of Budapest there is a newly completed military airfield.

F. Esztergom

1. Location: 4 kilometers south of Esztergom near the Esztergom-Dorog road.
2. Runway: None.
3. Radio Station: None.
4. Activities at airfield: A Praga, Kanya, and an R 18 were observed using the field at the end of July 1950.

G. Győr

1. Location: Near the eastern border of the town of Győr immediately north of the main electric railway line Győr-Budapest.
2. Area: 1,600 x 2,200 meters.
3. Ground: Town with grass, sandy, sub-soil of clay, which accounts for soft spots. The airfield slopes markedly to the south.
4. Runway: Concrete, approximately 1,000 x 120 meters. Thickness of concrete: 40 cm.
5. Railway and road connection: A branch railway line from the airfield leads to Győr freight station. Concrete road leading to the Vienna-Budapest main road.
7. Radio Station: In existence.
8. Fog and blind flying: Equipment available.
9. Night flying: The necessary lighting installations exist, also a revolving searchlight tower.

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10. Direction of prevailing wind: Northeast.
11. Fuel storage: Above ground; underground tanks are being built.
12. Activities at airfield: The field is used at present for intermediate landing of air passengers between Budapest and Szombathely (Mazoviet Line - Soviet Aviation Co.).

H. Hajdusoboszlo

1. Location: North side of Hajdusoboszlo.
2. Area: 1,400 x 1,800 meters.
3. Runways: None.
4. Ground: Sandy, but cohesive soil which drains rapidly.
5. Railroad and road connections: No direct rail connection; Hajdusoboszlo and Debrecen stations are used.
6. Radio station: In existence.
7. Meteorological station: In existence.
8. Fog and blind flying: The field is suitable, but it is not known whether the necessary installations exist.
9. Night flying: Suitable.
10. Direction of prevailing wind: North-northwest.
11. Fuel storage: Above ground.
12. Activities at the airfield: The field is classified as Debrecen's Military Airport, although in peacetime the city is serviced only by a civilian airport. At the end of June 1950, a group of twin-engine bombers was stationed here.

I. Horthy Liget, Csépel Island

1. Location: 7 kilometers south of Csépel.
2. Area: 1,200 x 2,000 meters.
3. Ground: Sandy and grassy, with drainage installations.
4. Runways: None.
5. Night flying: Searchlights are available, covered with tarpaulin.
6. Radio station: Available.
7. Activity at airfield: In August 1950, the field was occupied by Soviet and Hungarian airmen. Seven to nine Yaks, low-wing monoplane, angular wing tips, monoblock engines use the field and twin-engine Stormoviks land daily.

J. Kenyeri, near Renczelak

The Russians are extending Kenyeri airfield. Eight hundred workmen are engaged on the task, and the whole area is strongly fenced off and under guard.

K. Kunmadaras

1. Location: 2 kilometers northwest of Kunmadaras, about 18 kilometers northeast of Karcag, near the crossroads of the Tiszafured highway in the curve of the Karcag-Tiszafured railroad.

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2. Area: 2,000 x 3,000 meters.
3. Runways: One, 1,000 meters, concrete.
4. Ground: Sandy, sub-surface is of clay, and the drainage after heavy rain is very poor.
5. Railway: No direct connection, but uses the Kunmadaras and Tiszaszentimre stations. Direct connection with the Tiszaferd paved highway.
6. Radio station: Available.
7. Meteorological station: Available.
8. Fog and blind flying: Suitable, but not known whether facilities exist.
9. Night flying: Facilities exist.
10. Direction of prevailing wind: Northwest.
11. Fuel storage: Above ground.
12. Activities at the airfield: From September 1948 till the end of May 1950, the field was not occupied by military forces. At the present time, a fighter section is located here. The field is suitable for handling a bomber group.

L. Nyíregyháza

1. Location: 10 kilometers northeast of Nyíregyháza.
2. Runways: No runway.
3. Ground: Natural field of poor surface and poor drainage.
4. Railroad and road connections: New paved access to the highway, and uses the Nyíregyháza station.
5. Radio station: Available.
6. Meteorological station: Available.
7. Night flying: Facilities exist.
8. Fuel storage: Available.
9. Activities at the airfield: At least one fighter group is located here at present.

M. Pusztavacs

1. Location: At Pusztavacs, about 50 kilometers southeast of Budapest.
2. Area: 700 x 1,300 meters.
3. Runways: None.
4. Ground: Sandy, not suitable for heavy aircraft.
5. Railway station: Őrkeny or Alberti-Irsa.
6. Radio and meteorological stations: In existence.
7. Night and blind flying: Not equipped with facilities for night or blind flying.

N. Szeged

1. The airfield at Szeged has been considerably enlarged and the concrete runways can now be used by heavy bombers.
2. Underground gasoline tanks are under construction.

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CENTRAL INTELLIGENCE AGENCY

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Q. Szombathely - S8pte

1. Location: On road from Szombathely to S8pte.
2. Area: 2,000 x 2,000 meters approximately.
3. Runways: None.
4. Ground: Grassy; can be used in all weathers. The northwest corner (the so-called "A" airfield) is particularly good.
5. Railway connections: Loading ramp at Repülöter railway station on the Szombathely-Köszeg line. The loading ramp on the airfield branch railway line is approximately 250 meters long.
6. Radio station: In existence.
7. Meteorological station: In existence.
8. Night and blind flying: Suitable, but installations are lacking.
9. Activities at airfield: The field is occupied and used only by Maszovlet aircraft traffic.

P. Tapolca

Work is far advanced on repairs, drainage operations, and construction of barracks.

Q. Tassár

The field is situated near Kaposvár. The airfield is being extended and repaired. A large quantity of cement, and cement mixers, have arrived.

R. Tata

1. Location: 1 kilometer north of Tata.
2. Runway: None.
3. Radio stations: None.
4. Activity at airfield: Four Bfcker, and approximately 15 power gliders (Praga, Kanya, and Pillange types) were seen at the end of July 1950. Fifteen ground personnel are stationed here.

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